

CLASSIFICATION ~~SECRET~~ - U.S. OFFICIAL

COUNTRY East Germany REPORT 25X1

TOPIC Airfield Construction Activities of VEB Ing Tiefbau Brandenburg

EVALUATION 25X1 PLACE OBTAINED 25X1

DATE OF CONTENT 25X1

DATE OBTAINED 12 January 1955

REFERENCES

PAGES 5 ENCLOSURES (NO. & TYPE) 1 - one sketch on ditto

REMARKS This is UNEVALUATED Information

"During the conference attended by Henrichsen (fnu) of the Ingenieur Tiefbau Brandenburg, Gaertner (fnu) of the HV Bauindustrie and Lieutenant Colonel Smirnov (fnu) from Werder it was stated that a total of 500 laborers would be required at the Gross Doelln construction site in 1955.

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Representatives of the personnel section and of the shop trade union management of the VEB Brandenburg at the Gross Doelln construction site conferred with Bubl (fnu) of the HV Bauindustrie. It was resolved that a plan for the further employment of about 350 laborers was to be drawn up on 18 November.

During the production conference with the management of the Ingenieur Tiefbau Brandenburg on 13 November 1954 it was determined that the Querfurt construction site could absorb 400 to 500 laborers, the project for the regulation of the Pleisse River 200 laborers, the ~~construction site~~ construction site 200 laborers, and the ~~construction site~~ construction site 60 laborers

The construction staff in Gross Doelln will draw up a plan by 25 November 1954 and list the names and dates of those workers who can be transferred to other construction sites.

The section of the Ingenieur Tiefbau Brandenburg which is in charge of job assignments will also make a plan by 25 November listing all construction sites at which additional laborers can be employed. This plan will have to be drawn up in cooperation with the personnel department, the shop trade union management and the construction staff of the VEB Ing Tiefbau Brandenburg.

Lieutenant Colonel Smirnov (fnu) stated that the final construction plans would be available at the Gross Doelln construction site

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2. Additional workers were detached to the new construction sites in Eggesin, Querfurt and Torgau. A total of 41 personnel were employed in Eggesin, 60 in Querfurt and 10 in Torgau. The Eggesin construction site received workers from the Prenzlau and Hohenneuendorf construction sites where work was nearing completion. At the Querfurt construction site (Object No 542) there were not enough quartering facilities available. By the end of 1954, the number of workers employed there was to be raised to 300 to 450. In Torgau, only masons were employed. Laborers for underground construction and concreting work were still required for the Lohsa construction site. At the Deuben-Profen site, work had to be discontinued almost entirely because of unfavorable weather conditions. By the end of 1954 or the beginning of 1955, work was nearing completion at several construction sites and several hundred workers including crane men, engine drivers and firemen from the Tutow, Gross Doelln and Leuna-Halde sites were scheduled to become available. Work at the following construction sites was to be completed by late 1954:

Gross Doelln, where construction work on buildings is to be done by another Bauunion

Tutow

SNB Brandenburg

Cold storage house in Brandenburg

Rathenow bridge

Hohenneuendorf

Leuna-Halde

Schaepe-Linthe

Small construction sites:


Wildspark

Haveldueker

Thaelmann shipyard

Elisabeth Huette

Negotiations were under way with the Ministry for Reconstruction about new construction projects for 1955.

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3. [redacted] a conference held with the technical director of the VEB Ing Tiefbau Brandenburg on 2 November:

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"... a cantonment must speedily be established at the Querfurt construction site because 300 to 450 construction workers must be quartered there by late 1954. The excavation and concrete workers from Gross Doelln are scheduled to be transferred to Querfurt.

Corrado Kloeckner (fnu) suggested that the execution of prescribed winterization measures be checked"

4. Dipl. Ing. Stolz (fnu), chief construction supervisor and chief of Construction Department I, who had been arrested by the SSD 3 weeks before was set free on 18 November. He was reinstated by the firm and made chief of the project planning section and the construction bureau. This post had previously been held by one Preiss (fnu) who did not meet the requirements and was now made chief of Construction Department II. Preiss's predecessor in his new post had been one Mueck (fnu) who now became chief of Construction Department I. The following details were reported regarding Stolz's return to the firm: During the break at noon, Stolz arrived in a car of the SSD from Leipzig where he had apparently been detained. In the presence of the entire work force, short speeches were held by Director Kloeckner, the SSD representative and Stolz himself who stated that the last weeks had been most important for him and that he had decided to exercise a stricter control and show less leniency to his colleagues.

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5. According to a plan dated 25 November 1954, the following numbers of workers were required at construction sites:

Querfurt. Project
No 542

[redacted] 300 laborers by late 1954

200 laborers by late 1954

600 laborers in the beginning of 1955

6. On 14 December 1954, concreting work was completed on the taxiways at Gross Doelln airfield. A total of 300 locksmiths, engine drivers etc. were ready for employment at other construction sites. During the last 4 weeks, about 1,200 cubic meters were concreted. The workers who often worked overtime received a pay of up to 1,200 eastmarks per month.

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A total of 10 million eastmarks were scheduled to be spent on the construction of buildings and 2 approach roads in 1955. The work was to be done by about 500 laborers under the supervision of construction superintendent Mammani (fnu).

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The VEB Ing Tiefbau intended to ship a large number of prefabricated barracks to Querfurt and other construction sites upon completion of concreting work in Gross Doelln and Tutow. The Soviet construction staff, however, refused to relinquish the prefabricated barracks without giving any reasons. This resulted in a considerable shortage of quartering facilities for construction workers at Querfurt construction site. At least 27 additional barracks were required and, therefore, barracks were urgently required at other construction sites. The construction chiefs in Luebben [redacted] to dispatch their culture barracks to Querfurt. There was a possibility that an additional 17 barracks would be supplied by the Ministry for Reconstruction at an undetermined date. At Tutow airfield, the Potsdam Bauunion did construction work on buildings. Two new connecting lanes were also scheduled to be built on the field. At Querfurt airfield, Project No 542, (No 11379), there were great difficulties in the water supply. The laying of a 4-km water main was ordered because boring work for wells, originally ordered by the Soviets, could not be started for at least 6 months. There was only one firm in the Soviet Zone of Germany which could be charged with this work. The ground in Querfurt was not suitable for the laying of a water pipe. There was a 80-cm top layer of sand which had to be removed. Underneath there was a layer of rocks which required the installation of an insulating layer. A long time before, the Geological Commission in Halle had been asked to give an advisory opinion on the subsoil at the field. Another problem at Querfurt is in the quartering of workers because only a few winterized barracks are available.

7. The following information was obtained from members of the Bauunion Sued:

The entire work force of Rothenburg was to be transferred to Falkenberg in the near future.

Four additional airfields without concrete lanes were scheduled to be built in the Luckau-Ukro-Cottbus area. Surveying work had already been started.

A concrete runway was to be constructed at the airfield east of Bautzen in 1955. The temporary runway built of mats had proved to be a failure.

Comment. The statements of the present report are believed to be correct. During 1955, work at Gross Doelln will concentrate on above-ground structures. The Potsdam Bauunion has been contracted for this work. In Tutow and Rothenburg work is nearing completion. In Puetznitz (Dangarten) work is under way on buildings. In Alt Loennewitz (Pietzberg) the Bauunion Sued will presumably construct taxiways and a 15-cm concrete runway in 1955. In Querfurt, preparations are under way for the construction of a new airfield. With regard to the reported construction of 4 airfields in the Luckau-Ukro-Cottbus area, indications have been received on improvement work on the former German airfields near Calau-Bronko and Luckau-Alteno. According to information available, the construction of concrete runways at airfields with PSP runways, such as Bautzen airfield, has been suspended.

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For sketch of scheduled 2 concrete approach roads at Gross Doelln airfield, see Annex.

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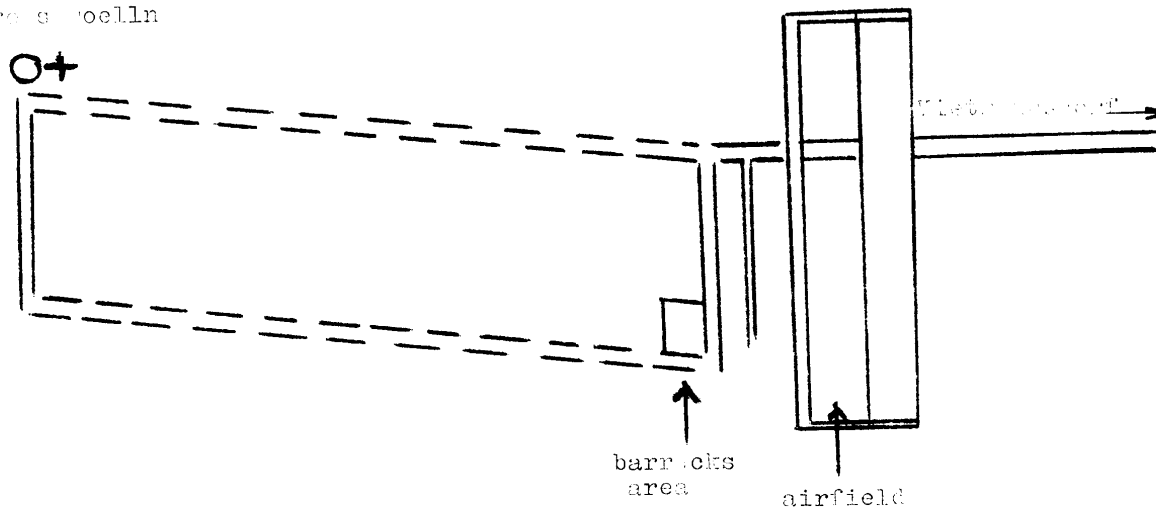
Annex



Location Sketch of Planned Approach Roads at

Gross Doelln Airfield

Gross Doelln



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COUNTRY East Germany REPORT [REDACTED]

TOPIC Airfield Construction Activities ~~at~~ Ing ~~at~~ Brandenburg

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Representatives of the personnel section and of the shop trade union management of the VEB Brandenburg at the Gross Doelln construction site conferred with Bubl (fnu) of the HV Bauindustrie. It was resolved that a plan for the further employment of about 350 laborers was to be drawn up on 18 November. 25X1

During the production conference with the management of the Ingenieur Tiefbau Brandenburg on 13 November 1954 it was determined that the Querfurt construction site could absorb 400 to 500 laborers, the project for the regulation of the Pleisse River 200 laborers, the ~~Ribnitz-Damgarten~~ construction site 200 laborers, and the Eggesin construction site 60 laborers

The construction staff in Gross Doelln will draw up a plan by 25 November 1954 and list the names and dates of those workers who can be transferred to other construction sites.

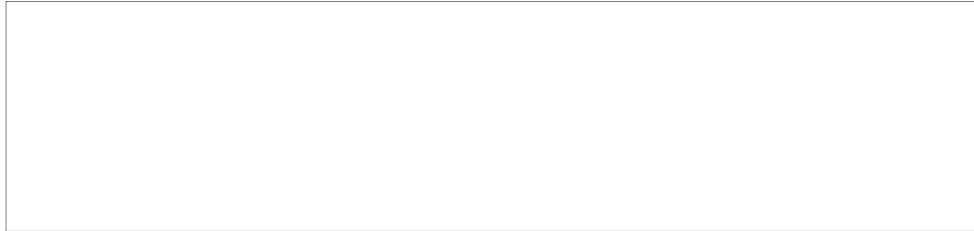
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5. According to a plan dated 25 November 1954, the following numbers of workers were required at construction sites:

Ribnitz-Dargarten	300 laborers by late 1954
Querfurt. Project No 548	200 laborers by late 1954 600 laborers in the beginning of 1955

6. On 13 December 1954, concreting work was completed on the taxiways at Gross Doelln airfield. A total of 300 locksmiths, engine drivers etc. were ready for employment at other construction sites. During the last 4 weeks, about 1,200 cubic meters were concreted. The workers who often worked overtime received a pay of up to 1,200 eastmarks per month.

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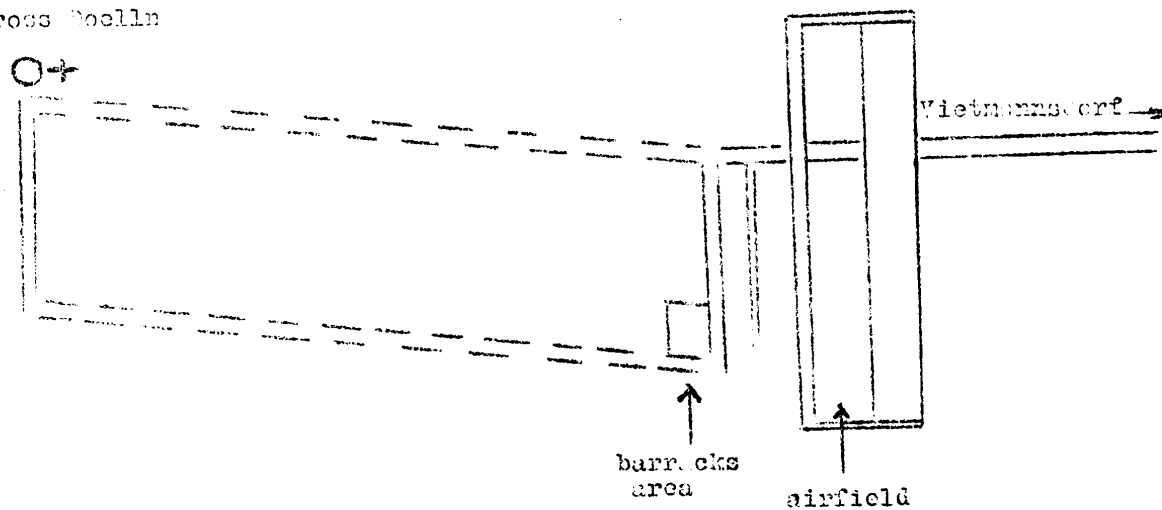
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Location Sketch of Planned Approach Roads at

Gross Doelln Airfield

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